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VICTORIA, B. C. TUESDAY, MAY 14, 1907.

No. 54.

VOL. 38

THIRTY-TWO KILLED IN RAILWAY WRECK

Disaster to Special Train Carrying Mystic Shrines From Los Angeles—Number Scalded to Death.

Honda, Cal., May 13.—Thirty-two people lost their lives in the wreck of a special train on the Southern Pacific railway, five miles south of Surf, on Saturday.

Seventeen of the victims belonged to Reading, Pa., the rest being from Cleveland, Allentown, Pa., and New York points, with the exception of three, who were members of the train crew.

Several of the injured will likely die. Two of these who are not likely to recover belong to the east.

At the time of the wreck there were thirty-two passengers in the dining car, and almost all were instantly killed. The steamships in the car broke, scalding scores.

Owing to the scene of the wreck being some distance from any large center, it was some time before aid arrived on the spot.

A defective switch is believed to have been responsible for the accident.

San Francisco, May 11.—A dispatch received at the Southern Pacific headquarters at 8:45 p.m. stated that a special train carrying thirty-two mystic shrines from Los Angeles to San Luis Obispo had been wrecked at Honda, Cal., on Saturday night.

Extra 24, Engineer Champlain, with shrines, derailed at Honda, six miles north of Santa Barbara, caused by an obstruction on the track, wrecking the engine and baggage car.

Thirty-two mystic shrines were wrecked, all but one badly damaged. Will pass trains around wreck at 9 p.m.

Killed so far reported: S. A. Wasson, Buffalo; Mrs. Fisher, Cleveland; Miss Young, Cleveland; Chas. Lowing, Buffalo; Austin, touring agent; W. W. Hipple, Reading, Pa.; U. Stoffe, Reading, Pa.; Harry Hendry, Reading, Pa.; George Agnew, Reading; Harry Slota, Reading; Harry Miller, Reading; T. Roth, Reading; H. W. Lebannon, Ohio; W. Cutter and wife, residence not given.

Twenty-two severely injured will probably die. Specials from Santa Barbara, Lompers and San Luis Obispo with doctors and nurses have been sent out. The most seriously injured were sent to San Luis Obispo.

The First Report.

Honda, Cal., May 11.—Probably a score of passengers were killed and as many injured in a wreck this afternoon on the coast line of the Southern Pacific five miles south of here. The train was a special loaded with mystic shrines who were on their way from Los Angeles to their homes in the east.

The train consisted of six coaches. While running at high speed a wheel on the engine broke and the locomotive jumped the track and turned over. Four of the front cars of the train followed it, and were smashed to pieces.

The dead and injured were thrown in every direction. The train caught fire immediately after the wreck, but the fire was extinguished by passengers of the two rear coaches, who were uninjured. The cars were thrown all over the engine, and many of the passengers were burned and scalded to death by the escaping steam.

The wreck occurred on a level stretch of track near the beach. The engine was dazed and the train was dazed and the cars were thrown into it and were half buried.

The engineer was hurt about the head and was wandering down the track in a dazed condition toward Surf, a few miles distant. He had almost reached that place when overtaken and was carried back to the scene of the wreck. A wrecking train reached the spot from Santa Barbara with a large number of physicians and nurses on board. The injured were given immediate attention. Some of them were mutilated beyond recognition.

The first man to reach here from the wreck a few minutes before 9 o'clock, said that he had counted ten dead who had been taken from the wreckage and laid beside the track. A score or more were terribly injured. Many others received less serious injuries. They were placed with all speed on the train to be taken either to Santa Barbara or San Luis Obispo.

Catholic Scenes. San Francisco, May 13.—The trains bearing the shrines arrived yesterday from the scene of Saturday's wreck. An excursion train containing 25 shrines, which had been but a few miles behind the wreck train, arrived last night. The train was switched around the wreck and the passengers are in the statement that it was the most deplorable sight that they ever witnessed. Dr. Ware, of Cincinnati, who was the first physician to reach the scene, arrived last night and told a graphic story of terrible scenes.

The most pathetic incident was the death of a bride and bridegroom almost at the same moment, each believing the other still alive. L. M. Ellenborgren and his bride were members of the excursion party and were thrown from the coach on the opposite track. Both were mortally injured, but retained consciousness and Exhibited Remarkable Bravery.

The wife's first thought was for her husband, and the husband's first thought was for his wife. "Call my wife that I am all right," murmured Ellenborgren. "Give her my love and let me know how she is." Mrs. Ellenborgren in return sent a message to her husband with the assurance that she was all right. Before the physician could carry another message both had passed away.

Dr. Ware was compelled to use drift wood for pilings and cut up the sheets on the train for bandages.

S. Thompson, the head of a large party of shrines from Meridian, Miss., who came through Los Angeles on the second section of the wrecked special, said that the final terms of the transfer had been arranged.

When Canada took over the Halifax station it was understood that Esquimalt was to be taken over, but the naval authorities did not facilitate the transfer.

provide in the ultimate for a comprehensive scheme of park beautification. For this reason also the matter of the bear pits and the provision of more room for the birds has been left in abeyance. It is expected, however, that this matter will be dealt with in an early date.

On Monday, May 13, the tug will be in port on Monday. She reached Esquimalt Head at 10:30 a. m., and came around to Esquimalt this afternoon.

On her way out the William Joliffe made calls at St. Vincent, Montserrat, Caron and San Diego. In crossing the Atlantic she experienced some rough weather, but otherwise her trip was of a favorable character. She is in command of Captain Macpherson, who is well-known in Liverpool shipping circles.

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is at the hotel here. He is a railroad man of many years experience, and is not satisfied that the disaster was caused by a defective switch. According to his statement the sleepers were not badly affected by the wreck and are largely intact. They were

Flung in Every Direction, one of them ahead of the engine, but they did not collapse.

The "Frisco" members of the Mystic Shrines, consisting of Islam Temple and their wives and daughters, who were in attendance at the conclusion of the order in Los Angeles, returned here yesterday, and were the first to arrive since the wreck.

The train which carried the Shrines doomed to death in the wreck left Los Angeles ten minutes after the Islam Temple special. By some unaccountable working of fate the first train containing the party that arrived yesterday passed safely at a mile a minute clip over the very spot at which the following train was wrecked.

How News Was Received. Los Angeles, May 13.—A dispatch received here discloses how the first news of the accident at Honda reached the railroad officials. It is said that after the accident Conductor Jones climbed the nearest telegraph pole and with a telegraph instrument provided for such purposes, tapped the dispatcher's wire connected with the Santa Luis Obispo division office and told of the wreck. The men at the other end of the line doubted this story, believing someone was playing a joke. But confirmation followed when in confirmation of his identity the conductor sent a part of his last orders. The news was immediately sent to Santa Barbara and other points.

GERMAN FLEET SOCIETY. Holds Convention at Cologne and Sends Dispatch to Emperor William.

Cologne, May 13.—The German Fleet Society, which is holding a national convention here to-day, sent a dispatch to Emperor William saying that the aims of the Fleet Society were to create a strong navy for the Fatherland, "which in the hands of Your Majesty will be the surest guarantee of peace."

Major-General Keim, president of the society, created great amusement by stating that the "Naval League" had applied to the German Fleet Society for information regarding the methods by which the latter had attained such phenomenal growth.

Major-General Keim added: "With our usual amiability we sent them our by-laws and gave them advice and instructions."

The Fleet Society is for the hastening of the carrying out of the German naval construction plans in view of the incessant increase in the military and naval equipment.

FIRE ON STEAMER. Flames Broke Out on Vessel Being Completed in Yards at Detroit—Loss \$700,000.

Detroit, Mich., May 13.—Fire broke out to-day on the steamer City of Cleveland, which was being completed at the Detroit Shipbuilding Company. All of the upper works of the steamer above the water line and her interior fittings were destroyed, and the loss will be about \$700,000.

NEGRO PASTOR SLAIN. Called to Door and Shot Five Times—Woman Says She Did the Shooting.

Carlisle, Ky., May 13.—Wm. P. Richards, pastor of the First Christian church (negro), was called to his door Saturday night and shot five times. He died yesterday.

Jesse Merchant and Miss Hermania Duryean are in jail. Merchant is the son of the late pastor.

In his dying statement, Pastor Richards said that Merchant did the shooting, but Miss Duryean insisted she shot Richards because he betrayed her when she was living in his house.

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The William Joliffe is a vessel of 323 tons capacity for fuel which enables her to stay at sea for 35 days without coaling. Her dimensions are: length, 148 feet; breadth, 26.2 feet; depth, 14 feet. Her two cylinders are 30 and 60 inches in diameter respectively with a 30-inch stroke. She can maintain an average speed of 15 knots.

The tug was purchased by the B. C. Salvage Company from the W. & T. Joliffe Bros., of Liverpool for the sum of \$75,000. She will be the most powerful of the salvage company's fleet and will work in conjunction with the wrecking steamers Salver and Maude, and the barge Isabel. She is a notable addition to the salvage vessels on this coast, as in Liverpool she was considered to be one of the finest tugs on the Mersey.

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Before leaving for this country the William Joliffe was thoroughly overhauled at Messrs. Clover, Clayton & Company's yard at Birkenhead. Her equipment includes a new standard compass as well as other new nautical instruments.

In the Old Country the William Joliffe was known as a "lucky craft" and it is the hope of all shipping men along this seaboard that she remains true to her pseudonym.

MORE PRAIRIE PEOPLE COMING.

(Special to the Times.) Brandon, May 13.—Mrs. R. S. Thompson and her daughter, Helen, have left for a visit to southern Manitoba, while Mr. Thompson is winding up his business before leaving for their future home in Victoria.

Regina, May 13.—Mrs. Z. Hamilton is leaving for Victoria this week. Mr. Hamilton will go out later on and they will take up their residence there.

The result has been that he has had little opportunity to get about the city and see its beauties. From what he has seen of the place he thinks it a very heavy spot.

Sir William came west to act as chairman of the conciliation board which was to have gone into the difficulties between the mine owners and the miners in the Crow's Nest Pass country. The settlement of the strike without the sitting of the board is very satisfactory to him. He says that he is glad that an amicable arrangement was entered into between the parties and that work has been resumed with so little delay.

This is the first visit which Sir William has made to the coast and he is delighted with the Pacific province. On the trip through the prairie sections of the Dominion, he was very much impressed with the rapid development which the country is making. He lamented the backwardness of the season there, however.

In the short interview accorded a Times reporter this morning, while he lay in his bed, Sir William gave his view of the tightening in the money markets as far as the banks are concerned. He explains that this is the direct result of the industrial activity in the country. Money is being diverted from deposit at a comparatively low rate of interest to industrial channels. With the immense crop of last year the banks have had a great deal of money tied up. Following that was the fact that there was a vast amount of grain that was not moved so that money is scarce.

The tightening of the money market while it is inconvenient, is nevertheless an indication of prosperous conditions in the country. If it were not for this activity in industrial lines, there would be much greater sums available by the banking institutions, for the people would be glad of the smaller interest allowed them where there are not much better opportunities afforded by the investments in other ways.

It is to be hoped that Sir William's condition will improve so that he may have an opportunity of seeing more of the attractions of Victoria before he leaves. He will remain here until Wednesday, visiting friends including Mr. and Mrs. R. P. Butcher.

W. L. Mackenzie King, who holds administration of the labor department at Ottawa has won for him the esteem of working men and employers alike, in his guest of Chief Justice Roper while in Victoria. He spent yesterday with the Chief Justice at Shawhan and did not return to Victoria until today.

Mr. King is well known on the coast where he has assisted at different times in settling labor troubles. His appointment of the recent difficulties at Fernie has added to his fame in this respect.

STEAMERS COLLIDE. One Went Down in Lower Detroit River—The Crew Rescued.

Detroit, Mich., May 13.—The steamer Byron Whitaker, of Detroit, was sunk in the lower Detroit river last night off Amherstburg in a collision with the steamer John C. Gattie.

The Gattie proceeded on its journey up the river. The Whitaker was going down the river with a load of coal. She was built at Mt. Clemens in 1890.

The Whitaker's crew was rescued by the crew of the tug General, and hurried to the scene, but when he arrived the whole place was a mass of flames.

Two hundred thousand bags of grain and nine thousand gallons of whiskey were destroyed.

There were several narrow escapes, owing to falling walls. The building was four stories high, and one of the oldest distilleries in Canada. It was built by the late Henry Corby 1859.

Eugene Davidson, of the firm, said the loss would probably be \$250,000, with insurance of probably \$100,000.

Winnipeg, May 13.—C. E. E. Usher, assistant passenger traffic manager of the C. P. R., stated in an interview here that in anticipation of exceptionally heavy season's passenger travel, every step was being taken to put on a transcontinental passenger service which would meet all the requirements.

During July and August a new fast train will be put on the service to leave Montreal three times a week and cross the continent in probably 85 hours. The company also had planned to operate a train for the first time between St. Paul and Spokane. This route would extend over the Soo line from St. Paul to Portals on the C. P. R., thence to Kingsgate and the Spokane International to Spokane. This would then be the shortest route between St. Paul and Spokane by a distance of 18 miles. A freight service over the Spokane International has been in effect all winter and a passenger service will be installed. The train will be placed in service for the first time on June 15th.

Despite the lateness of the spring season, Mr. Usher states that the spring traffic has been unusually large, the passenger traffic in the West being 85 per cent in excess of the corresponding period last year.

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It was also reported during the day that the river in Surrey municipality had been destroyed by fire.

SIR WILLIAM MULOCK HERE

IS SUFFERING FROM ATTACK OF SCIATICA. Has Interfered With Pleasure of Visit—W. L. Mackenzie King Has Also Arrived.

(From Monday's Daily.) Sir William Mulock, chief justice of the exchequer division of the High Court of Ontario, and W. L. Mackenzie King, deputy minister of labor for the Dominion, arrived in the city on Saturday night.

The visit of Sir William has unfortunately been deprived of a good part of its pleasure from the fact that he is suffering from an attack of sciatica.

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LARGEST SURPLUS IN CANADA'S HISTORY

Will Amount to Over Sixteen Million Dollars—Returns Exceed Finance Minister's Expectations.

Ottawa, May 11.—The fiscal period ending March 31st, will be the largest in the history of Canada.

The revenue already reported for this nine months' period amounts to \$67,188,894, and it is estimated that the final collections will add two million more. This will be almost \$5,000,000 more than Hon. W. S. Fielding hoped for when he made his last budget speech in November. He estimated the revenue at \$65,000,000. At the same time Hon. W. S. Fielding calculated the expenditure would be \$64,500,000, which \$52,000,000 would be charged to revenue and \$12,500,000 to capital. Returns to date show the expenditure on

revenue to be \$45,000,000, which will be increased by four or five millions with the complete returns and \$12,000,000 expenditure on capital which will be increased by half a million dollars.

This indicates that the collections will exceed and the expenditures fall below the finance minister's expectations.

Hon. Mr. Fielding hoped for a surplus of \$13,000,000, but indications are that it will be from \$16,000,000 to \$17,000,000 or the largest in the history of Canada.

This means that not only will the expenditure on both revenue and capital accounts be met, but the net debt will be reduced by three or four millions.

PREPARING FOR HEAVY TRAFFIC IMPROVED SERVICE ON CANADIAN PACIFIC

Spring Travel Eighty-Five Per Cent in Excess of Same Time Last Year.

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It was also reported during the day that the river in Surrey municipality had been destroyed by fire.

FIRE WIPES OUT A DISTILLERY

LOSS QUARTER OF MILLION DOLLARS

Belleville, Ont., May 13.—A disastrous fire occurred shortly after 6 o'clock this morning when the H. Corby distillery and mill were totally destroyed, entailing a loss roughly estimated at \$250,000, and as a result one man may lose his life.

The fire was discovered by Daniel Hubb, night watchman, who noticed smoke issuing from one of the distilling rooms. He went up a stairway, and on opening the door was met by a wall of fire which struck him in the face, knocking him backwards into the fire hole. He was stunned, but in a few minutes revived and ran to where Eugene Davidson, one of the proprietors, lived. The latter was awakened and hurried to the scene, but when he arrived the whole place was a mass of flames.

Two hundred thousand bags of grain and nine thousand gallons of whiskey were destroyed.

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